

# THE ACTIVIST



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## MERRY CHRISTMAS AND A HAPPY, JOYOUS AND SAFE 2013!

It has been a very, very busy year.

For all of our members who are having a break over the Christmas and New Year, we hope you have a restful time off, and for those members who have to work – take care and above all think safe and be safe.

### UNION OFFICE CLOSURE

The Union's National and regional offices will close at 1300hrs on 21 December 2012 and reopen on 7 January 2012 @ 0830hrs.

The **Emergency** on call contact for "URGENT – Can't wait" Union Industrial matters during the closedown period is **Scott Wilson on 0272464961**

### KIWI RAIL MECA UPDATE

The result of the ratification ballot is as shown below. The procedure agreed by members is that the proposed settlement will be rejected if more than 33% of RMTU

Members who would be covered by the MECA vote to reject the proposed settlement.

TOTAL BALLOT PAPERS ISSUED: 2760

TOTAL BALLOT PAPERS NOT RETURNED: 2397

TOTAL BALLOT PAPERS RETURNED: 363 (13.15%)

TOTAL VALID VOTES RETURNED: 356

TOTAL INVALID VOTES RETURNED: 7

**86.85% OF MEMBERS VOTED TO ACCEPT THE RECOMMENDED SETTLEMENT AND THE PROPOSED SETTLEMENT IS DEEMED RATIFIED.**

On behalf of the Union's President, National Management Committee and Staff we wish all members and their families a happy and joyous Christmas. We also wish you a healthy, safe and prosperous (the only way with collective bargaining) 2013.

As a clear majority of members employed within NZ Railways Corporation, Ontrack Infrastructure Ltd, and Kiwirail Ltd indicated support for ratifying the proposed settlement for the Collective Agreement, **the Union will sign on behalf of RMTU members employed by KiwiRail Ltd.**

Thank you to members for their support for the Union.



**INTERNATIONAL DAY OF ACTION**  
in solidarity with DHL Turkey workers

<http://www.respectatDHLturkey.org>

This is for the information and guidance of RMTU members only!

## BEING FIRED FOR UNION MEMBERSHIP IS DISGRACEFUL

The story today that Vice President of Equity Todd Rippon was dismissed by a Lord of the Rings tour guide for being a union official in the union Actors Equity, is something the Prime Minister, including in his capacity as Tourism Minister, needs to take responsibility for, CTU President Helen Kelly said.

"Not only has John Key personally made it clear to employers in the entertainment industry that the Government will back them to undermine the rights of workers to join unions but he and his Ministers have made such derogatory and misleading statements about this union in particular, that the industry and those associated with it, appear to feel free to bully anyone that has a different point of view."

Helen Kelly, CTU President says that losing your job for being a union member is illegal and unfair, and she is deeply concerned at the involvement of Positively Wellington in the process.

"The Prime Minister as Minister of Tourism needs to investigate this and assure New Zealand workers that he does not support this type of discrimination in the industry and contrary to this employers view, his Department will act fairly in relation to its procurement and not discriminate against companies that have union officials on their staff."

Helen Kelly said "no union member should be persecuted for belonging to a union and we are supporting Todd, alongside Actors Equity, in taking this personal grievance. What happened to Todd is very unfair and could have an alarming effect on any performer or other worker that is considering taking a role in this, or any other union, unless the Government takes a stand. We want this matter resolved fairly."



## IF YOU HAVE AN A&D PROBLEM ASK FOR HELP!!

The RMTU is concerned that members are testing positive for alcohol and/or drugs post incident or reasonable cause within our industries. Our advice is if you think you might have a problem with alcohol or drugs then ask for help. Help is available through Employee Assistance Programmes or by contacting the Union.

Members in the rail industry can enter into voluntary rehabilitation, which is not disciplinary, but rather aimed at helping people sort out their problem with A&D. Some Port employers operate similar systems.

For further details contact your Union delegate or organiser.

## MASS UNION MEETING CALLS ON PORT CEO To SHARE BONUS

A mass meeting of members of the Rail and Maritime Transport Union (RMTU) a short time ago called on Lyttelton Port Company CEO Peter Davie to share his \$600,000 bonus amongst port workers.

'Today's joint meeting of the union's Lyttelton Port Branch and Canterbury Rail Branch voted unanimously in support of a resolution calling on Davie to divide the money amongst the workers at the port,' said RMTU General Secretary Wayne Butson, who was in attendance.

'The reality is that Lyttelton Port was kept operational by hundreds of people who dragged themselves away from their broken homes and their families in order to keep the flow of goods going into and out of Lyttelton,' he said.

'These men and women are amongst the many unsung heroes of the aftermath of the earthquake and to reward one man \$600,000 is morally objectionable,' he said.

'We constantly hear platitudes from employers about how their greatest asset is their staff and how a happy workforce is a productive workforce. Well, these workers

are not happy and they don't feel valued when a guy in a suit gets all the recognition while they're out there night after night, in all weathers, doing difficult and dangerous work, keeping Christchurch going', he said.

'It could be a long, hot summer on the waterfront', he said.

## CENTREPORT DISCONTINUES

CentrePort Wellington has filed a notice of discontinuance with the Employment Court in Wellington. This means that the injunction proceedings arising out of the Ports of Auckland dispute is at an end in this port. No damages have been awarded and costs will lie where they fall.

This is good news for the RMTU and its members in CentrePort Wellington.

3 other injunction proceedings remain live. They are Port of Tauranga, C3 and Port of Lyttelton.



## THE EMPLOYMENT RELATIONS AUTHORITY HAS FINED THE PORTS OF AUCKLAND \$40,000 FOR ILLEGALLY EMPLOYING STRIKE BREAKING CONTRACTORS DURING INDUSTRIAL ACTION AT THE PORT EARLIER THIS YEAR.

Ports of Auckland Limited (POAL) broke the law when they employed an overseas engineer at the cost of \$10,000 a week to undertake the work of MUNZ members.

In addition, local contractors were illegally used to carry out engineering work at the Port.

At the time when the multiple breaches of the Employment Relations Act took place in February and March 2012, MUNZ members were on strike and locked out in their battle

to stop management contracting out their jobs.

In her decision released yesterday, Employment Relations Authority Member Anna Fitzgibbon said "It is my view that POAL was aware of s97 [editorial note: Section 97 of the Employment Relations Act regarding the Performance of duties of striking or locked out workers] but in order to keep the port operating during the strike, made calculated decisions to breach the provision."

In deciding the breach of the Act was deliberate and serious, she imposed penalties totalling \$40,000 against POAL.

Maritime Union of New Zealand National President Garry Parsloe says the ERA decision places POAL management in an untenable position.

"Instead of focussing on settling a fair collective agreement, the Port embarked on an unprincipled plan to sack their entire stevedoring workforce and replace them with contracted labour."

He says that now in addition to all the costs of the dispute, Auckland ratepayers are continuing to pay for POAL management's deliberately unlawful actions.

"Ultimately the costs of POAL's actions impact on the return to the people of Auckland."

Mr Parsloe says this week at the Auckland Council Accountability and Performance Committee, the so-called Council Controlled Organisation Auckland Council Investments Ltd (ACIL) indicated that they were not responsible for monitoring the costs of the dispute.

"Someone must hold POAL to account for the costs of this dispute. Who is responsible?"

Despite continual legal findings against them, POAL management are continuing (with the support of the Board) to try to remove employment security from port workers, including by demanding a collective

agreement that removes all certainty of rostering and even the current guarantee of every third weekend off.

This dispute has gone on for too long and has cost too much it is time for POAL to settle a fair and balanced collective agreement with us, says Mr Parsloe.

He says MUNZ members at the Port simply want to have an agreement that provides job security, not sign an agreement that allows their jobs to be contracted out.

"We need an agreement that provides increased flexibility while providing security and certainty to our members to enable them to have time with their family and to work in a safe manner. It is time for the madness to stop and for the Port to be run by a management that values its workforce. Heads must roll – deliberate illegal actions by management compel a firm response from the Board and from the Council."

## **COMMISSION FINDS COAL COMPANY PUT PRODUCTION BEFORE SAFETY**

New Zealand's workplace safety regime will be given a major shake-up after the Royal Commission of Inquiry into the Pike River Coal mine disaster found the mining company put production before safety, exposed workers to unacceptable risks and that the poorly performing Labour Department should have shut the mine down.

The commission says it is satisfied the immediate cause of the first November 19 explosion was the ignition of a substantial volume of methane gas, most likely after a roof fall spread the highly explosive gas through the mine on a pressure wave.

"Undoubtedly" there was a failure to control methane, but underlying causes included that the explosion occurred during a drive to achieve coal production in a mine with

leadership, operational, systems and cultural problems, the three man commission concludes in its 440 page report.

It says the problems coincided with inadequate oversight of the mine by the Labour Department which lacked focus, resources and inspectors, while the country's legal framework for health and safety in underground mining is deficient.

The Commission calls for a new dedicated regulator for the entire country with a sole focus on health and safety, and says it should be a Crown entity with an expert board accountable to the minister.

This would mean removing it from the recently set up super ministry, the Ministry of Business, Innovation and Employment.

The commissioners, High Court Judge Graham Panckhurst, Queensland Mines Safety Commissioner Stewart Bell and former IRD commissioner David Henry say New Zealand's history of coal mining disasters suggests that the country fails to learn from the past.

"The lessons from the Pike River tragedy must not be forgotten. New Zealand needs to make urgent legislative structural and attitudinal changes if future tragedies are

to be avoided," they say.

As well as a new safety regulator, their 16 recommendations include appointing an expert mining task force to progress updated mining regulations based on Australian rules, more worker involvement in managing health and safety including the reinstatement of union-appointed check inspectors, fundamental changes to mining regulations and greater statutory responsibility on company directors for health and safety.

## **TWO THIRDS OF NEW ZEALANDERS WARY OF TPP**

A new poll shows two thirds of New Zealanders are wary of a Trans Pacific



Partnership that has rules allowing corporations to sue governments.

A telephone survey conducted by Consumer Link asked respondents whether they would support New Zealand signing trade and investment treaties that would allow the government to be sued by foreign investors in private offshore tribunals.

64% of respondents said New Zealand should reject treaties with these clauses, and just 13% said we should sign them. 24% were unsure.

Investor state dispute settlement mechanisms are common in trade agreements promoted by the US, such as the North Atlantic Free Trade Agreement.

Robert Reid, General Secretary of FIRST Union, said the poll demonstrated that New Zealand should follow Australia's lead in rejecting the inclusion of these mechanisms in a TPP.

"The great myth promulgated by the branding of the TPP is that it is primarily about trade. The pervasive rules regarding investment are the ones that are most concerning," Robert Reid said.

"Governments must be free to enact laws that meet the needs of their country, without the threat hanging over them of being sued in unaccountable, offshore tribunals."

"Two years ago, John Key described the inclusion of investor-state enforcement powers in a TPP as "far-fetched" and said he expected New Zealand would support Australia's position in rejecting such a mechanism."

"The public clearly support this stance. John Key needs to explain which side he's on," Robert Reid said.

## 2013 CRYSTAL BALL

It is always hard to predict the future but we think things will pretty much stay the same way as they did in 2012 under this shambles of a Government.

The low interest regime will probably continue throughout 2013. We see this in the mortgage market, but it is also evident

in the corporate and Government sectors with bond investors accepting lower yields.

Unemployment will remain at current levels or may get a little higher, until we start to see some real growth occurring in the economy and the current high rate of job losses declining.

The NZ dollar will remain at the current levels for some time, making it difficult for NZ exporters. We expect further Government cost cutting and ongoing reduction in Govt employee numbers.



Next year is the last year the Government can do this, as in the following year (2014) there will be an election and so Govt's historically rely on voter amnesia for the last 12 months of the election cycle.

In essence next year is likely to be a repeat of 2012. Shit, what a horrible thought!

## RTBU CONDEMNS LOCO ENGINEER SHIFT LENGTHS

The Rail Tram and Bus Union (RTBU) is highly critical of new standards governing shift lengths for train drivers that are being introduced as part of the overhaul national rail safety regulations. RTBU National Secretary Bob Nanva explains why.

The RTBU is unhappy about proposed changes to fatigue regulations. Image: Mark Carter

They're the fatigue laws you have when you're not having fatigue laws. If you're unfamiliar with what I'm talking about, stick with me. It's worth understanding what's happening to safety standards in the rail industry.

Last year, the National Transport Commission (NTC) began a push for harmonised national rail safety laws through the Standing Committee on Transport and Infrastructure (SCOTI).

In principle, the RTBU supported the move. We saw it as an historic opportunity to apply the lessons of the Glenbrook and Waterfall train disasters nationally. For the first time, a rising tide would lift all boats, extending

the excellent rail driver fatigue standards, including those in NSW, across the nation.

It's worth recapping what came out of Glenbrook and Waterfall. As a result of those disasters, the NSW parliament legislated to introduce maximum shift lengths of twelve hours for freight drivers and nine hours for passenger train drivers.

These recommendations were not pulled from thin air. They arose from a basic and well-established principle. Fatigue - whether it is in a car, a train or a plane - kills. Hardly controversial.

So you can imagine our surprise, and indeed outrage, when the National Transport Commission not only failed to extend these shift limits to other jurisdictions, but indeed sought to strip them away entirely. Including in New South Wales.

That was the recommendation the National Transport Commission took to SCOTI in May. It was more than odd that a national regulator charged with improving safety would seek to water down the very standards that achieve that outcome.

And so, the RTBU went into campaign mode and pulled out all stops to convince those sitting around the SCOTI table that rail fatigue matters. We were successful in that endeavour, winning an exemption for NSW train drivers. We thought we had won a stay of execution.

But it seems the NTC does not like to accept the umpire's ruling. Either through incompetence or sleight of hand, the NTC has drafted a Regulatory Impact Statement, which, if implemented, would completely undermine the rail safety laws that exist in NSW and the intent of the SCOTI meeting.

Currently in NSW, shift limits apply both to long distance and inter-urban drivers. But the NTC has decided against including inter-urban drivers in its draft regulatory impact statement.

Effectively, NSW train drivers who do the route from Sydney to the Central Coast or Wollongong will no longer have shift limits if the NTC gets its way.

The NTC has also arrived at a bizarre definition of shift limits for drivers who cross state borders. It seems once they cross the border, the clock resets. This is a ludicrous notion. Perhaps the NTC's pre-Federation mindset is in need of updating?

Then there's the change to meal breaks. While NSW laws stipulates they be taken, the NTC draft only talks of having them scheduled. This is more than a semantic point. We know that in some cases, operators will exploit that loophole.

You can see why we're concerned. These Clayton's fatigue laws will undermine driver safety. Whether you are a passenger or a freight customer, that's in no-one's interests. It's time the NTC stopped playing obscurantist games and got on with the job that it is tasked to do.



## FINAL COURTS ANNOUNCEMENT COULD PROVOKE FURTHER PROVINCIAL BACKLASH

The government could face a growing backlash from communities like Dargaville once it makes a final announcement on plans to downgrade or close down local courts, according to the Public Service Association.

The Ministry of Justice is expected to announce the final outcome of a major restructuring of court services this week. It follows a proposal which went out in October which will see four courts closed, nine others downsized and dozens of job losses.

Those earmarked for closure under the proposal are Whataroa, Feilding, Warkworth and Upper Hutt, while Dargaville, Waihi, Te Awamutu, Te Kuiti, Opotiki, Marton, Waipukurau, Oamaru and Balclutha will be reduced to hearing courts only.

In Dargaville today about 70 people turned out to protest against the cutbacks which they say will force people to travel to Whangarei for court services. They also handed over a 1200 strong petition to send to parliament.

"This is a clear demonstration that the public wants and values public services in their

own local communities," says PSA National Secretary Richard Wagstaff.

"It is good to see new technology allowing greater access however the reality is that many people don't feel they have access to computers or the means to travel long distances to get the services they need."

"Over the past two years many government departments have moved offices and services out of provincial New Zealand. What we're seeing in Dargaville is a reflection of the depth of feeling among these smaller communities against the continued withdrawal of vital face-to-face public services."

"On top of that these communities will also be hit by the forced redundancies which will affect dozens of court staff. These are good, skilled jobs being taken out of provincial New Zealand where good jobs are increasingly hard to find," he says.

## A ROSE BY ANY OTHER NAME?

Our Union Lawyers report that employment disputes often settle, especially those using the excellent services provided by the Ministry of Business, Innovation & Employment's (MBIE's) mediation service. More on them later. Sometimes, however, one party to a settlement just won't do what he, she or it had agreed to do, leaving the other to contemplate what might be done about that.

The Authority has recently determined such a case, *Lewis v J P Morgan Chase Bank, N.A.* [2012] NZERA Auckland 355. Lewis, the former CEO of the Bank, claimed that it had breached the parties' settlement by not referring to him as its CEO. In this respect, Lewis' evidence was that the title, "CEO" was very important, and that its absence had led to lost job opportunity. The Bank denied the claim and the Authority agreed, saying that the Bank had agreed to a public statement referring to Lewis as its CEO.

One's job title aside, this case also raises the interesting question of how exactly a party

to a settlement can enforce what has been agreed, where the other party has not done what it said it would do.

The Authority held that it did not have jurisdiction to enforce the parties' settlement in this case as their agreement had not been recorded using the Employment Relations Act (ER Act) section 149 process. As you may know, this is where one of the MBIE's mediators signs the settlement document and it thereby becomes final, binding and enforceable for ER Act purposes, including asking the Authority to enforce it by way of compliance order, for example.

We assume the parties in that case chose to agree the matter on a less formal basis, which, while an option, does need to be treated with care for enforcement purposes. In other words, settling a matter in this way does run a risk that where one party breaches the agreement, the other is left with a much more difficult road in seeking to enforce the original settlement. Perhaps there is something to be said for having the right name on the paperwork after all.



## INTERNATIONAL RAIL WORKERS CONDEMN HILLSIDE DECISION

A meeting of Asia Pacific rail unions has condemned the government's failure to keep rail manufacturing jobs in New Zealand.

At a meeting of the International Centre for Labour Solidarity in Wellington over the weekend, delegates were updated on the situation at Hillside rail workshops in Dunedin, and expressed deep concern at the failure of the New Zealand government to support the local rail industry.

RMTU General Secretary Wayne Butson said that the unions, representing rail workers from Japan, Korea, the Philippines, Thailand, Taiwan, Australia and New Zealand, called for stronger procurement rules that took into

account whole-of-life costs, and recognised the wider economic benefits of buying local.

Wayne Butson said internationalism was at the heart of the union movement and he welcomed the support from Asia Pacific rail workers.

"The closure of Hillside workshops was completely avoidable. Instead of utilising the significant purchasing power of government to support good, highly skilled manufacturing jobs, like governments overseas do, John Key has been happy to stand aside and preside over the decimation of our domestic rail construction industry," he said.

The full resolution reads.....

*That this meeting of the New Zealand Forum of the International Centre for Labour Solidarity:*

*In light of the New Zealand Government's failure to give clear direction to the state owned railway company KiwiRail to build railway rolling stock in new Zealand, and the subsequent decision to close down Hillside Railway Workshops, resulting in the loss of 115 jobs and the cessation of rail rolling stock manufacturing:*

1. *Abhors and condemns the failure of this New Zealand Government to consider the wider economic and social implications of its procurement decisions AND*
2. *Expresses our loathing of the impact of this failure; specifically the decline in our manufacturing base; the loss of highly skilled jobs and the reduction in investment in our workforce AND*
3. *Endorses the principle of fostering the economic, political and social well being of our members by building railway rolling stock as close to the point of use as possible; AND*
4. *Calls upon all affiliates to demand that national and regional governments adopt procurement policies that actively promote this; AND*
5. *Affirms our commitment to employment and production for the public good and*



*not for private profit in order to foster social and economic justice.*

## MINISTER SHOULD GIVE ALL DISABILITY SUPPORT WORKERS A FAIR GO

More than a year since the Sleepover Wages (Settlement) Act was passed under urgency there are still many carers who continue to work sleepovers for less than minimum wage says Darien Fenton, Labour's spokesperson for Labour Issues.

"While I'm pleased that the first group of workers from Idea Services and Tamata Hou will finally be paid the full minimum wage this Christmas, only seven other organisations have been recommended by the government to be passed through the Order in Council process – ensuring their workers were also paid minimum wage for sleepovers.

"Disability Support Workers in 94 other organisations continue to work sleepovers for less than minimum wage.

"The Minister of Health, Tony Ryall, should give these workers what they deserve this Christmas and assure them that their settlements will be expedited so they won't be waiting another year to be paid a basic wage for doing their jobs.

"The Minister made a big song and dance about this last Christmas saying that the Government supported quality care for vulnerable disabled New Zealanders.

"If that is true, he should also support the workers who care for them and get his Ministry to get on with the job of making sure they are paid properly for the significant and important job they do," Darien Fenton said.

## NZCTU - NATIONAL AFFILIATES COUNCIL MEETING REPORT

### Port of Auckland

A significant part of the morning was devoted to a report and discussion on the Port of Auckland dispute. The facilitation process is drawing to a close in all likelihood



and the Mayor has called for a settlement but there is a possibility that industrial action may eventuate if a reasonable settlement cannot be achieved. A detailed report was given by MUNZ President Garry Parsloe and Carol Beaumont and then affiliates discussed the details of the dispute and pledged on-going support.

### **Public Service Disputes**

PSA members are under intense pressure. The government has attacked the public services withdrawing at least \$1billion from public service spending. Members are having to contend with constant restructuring and millions of tax pay dollars are being spent on redundancies.

### **Campaigns**

Discussed a number of campaigns including

- Employment Relations Changes
- Insecure Work (noting that Guy Standing who wrote The Precariate is in NZ in February)
- Asset Sales
- ACC Futures
- Paid Parental Leave 26 for babies
- Equal pay for equal work
- Minimum wage
- Learning Reps
- Living Wage – being driven by SFWU
- Manufacturing enquiry
- 90 day clauses – removing small and medium enterprises from provisions.
- Health and Safety Taskforce

Also discussed the likely timing of the Employment Relations Act amendments and confirmed campaign details including leaflets, YouTube, fact sheets, worker voices for media, lobbying kit, on-line submissions, including possible rallies.

### **Accredited Employer Programme**

Discussed the importance of the AEP scheme to the Union movement particularly as many large employers with unionised workforces are members of the scheme. The importance of organisers, delegates and health and safety representatives understanding the purpose of the scheme and how it operates was emphasised.

### **Green Party**

Metiria Turei and Denise Roche spoke to NAC and emphasised their support for workers in disputes in the last year such as AFFCO and Ports of Auckland and Oceania. Other topics covered were the referendum on asset sales, support for the Living Wage campaign, Manufacturing enquiry, Paid parental leave, and Youth rates. Metiria Turei said that the Green Party have three main platforms – reducing child poverty, river water quality and green Jobs.

## **EPMU WELCOMES PIKE RIVER IMPLEMENTATION PLAN**

The EPMU is welcoming the Pike River implementation plan released today by the Government today.

EPMU assistant national secretary Ged O'Connell says the plan is good news for miners and their families.

"Mine safety is a matter of life and death for our members, so we are pleased to see the Government recognises the importance of implementing the Royal Commission's recommendations without reservation or delay.

"This plan is comprehensive, it's inclusive and we believe it provides a positive framework for getting the decisions right. The involvement of stakeholders is encouraging and we would like to see unions and the community consulted on all recommendations.

"The decision to widen the scope of the recommendations to include opencast mining is sensible and shows the lessons of Pike River apply in other high hazard industries and indeed for health and safety in New Zealand generally.

"The makeup of the expert reference group on mining safety and regulation is also welcome, as it includes significant expertise from Queensland, which has world's best practice in mine safety.

"The EPMU looks forward to working with the Government to implement the Royal Commission's recommendations."



The EPMU is the union for New Zealand miners and has been campaigning for improved mine safety since the 1990s.

## VITAL IMPORTANCE OF MINIMUM WAGE REVIEW

The CTU is releasing its submission to the Minimum Wage Review.

CTU Economist Bill Rosenberg says "we are calling for an immediate increase to \$15 an hour for the minimum wage, and for an increase to \$18.44 in April 2014. The figure of \$18.44 represents 66 per cent of the average wage, which we argue should be the level at which to benchmark the minimum wage."

"The minimum wage review is of vital importance as it is an opportunity to address the problem of low pay and its effects on poverty".

Bill Rosenberg said that the comprehensive CTU submission addresses major questions such as research on the effects of minimum wage increases on employment, the gender pay gap, and widening income inequality.

"The CTU is also concerned that minimum wage review is usually a broad and inclusive process with submissions coming in from a wide range on perspectives. This year the Government has cut back consultation to just CTU and Business NZ, and we were only given one week to prepare our submission."

The CTU submission on the minimum wage review can be found here.

## DID YOU KNOW

*One in five New Zealanders will experience mental illness at some time in their lives' (Oakley-Browne, Wells & Scott, 2006)*

## INTERNATIONAL RAILWAY UNION FORUM HOSTED IN NZ

The RMTU successfully hosted the annual meeting of the International Centre for

Labour Solidarity (ICLS) in Wellington over last weekend. 53 international delegates from rail unions from Japan, Taiwan, Thailand, Philippines, Australia and Korea joined with RMTU delegates from around NZ to debate matters of concern to workers within the rail sector. A full report will be published in the March issue of The Transport Workers magazine.



## THE TRANSPORT WORKER – ISSUE 4 2012

The magazine has arrived from the printers and is being distributed to branches. Keep an eye out for it as it is a bumper 32 page edition packed with exciting and interesting stories and pictures.

*“looking Forward to Being Stronger Together In 2013”!*

**Enjoy the break, enjoy the festivities, enjoy some liquid pleasure BUT above all else make sure you you don't bring any of it to work.**

**BE SAFE IF AT WORK!**

